

Intimations.

FOR SHANGHAI, HANKOW
(Taking Cargo) and **YEN-CHANG**
 and **YEN-CHANG** and **YEN-CHANG**
U. S. N. Company's Chartered Steam-
"OF THE EXETER,"
 will be ready for the above port on
 about **SATURDAY AFTERNOON, the 21**
 instant.

For Freight or Passage, apply to
OLIPHANT & CO.,
 Agents.

977 Hongkong, 29th June, 1873.

MR. MAURICE ULLMAN
 AS REMOVED TO **GRAHAM STREET**
 No. 1.
 In 934 Hongkong, 24th June, 1873.

NOTICE is hereby given, that the **Steamers**
 of the **UNITED STATES NAVIGATION CO.**
PANAMA, and the **Steamer Kishu**, being com-
 manded by experienced Masters, will, from

OLYMPIC

1m 918 Hongkong, 20th June, 1873.
 FOR SALE.
 LISBON WINES, White and Tinto, in Barrels. Price Moderate.
 Apply to
 REMEDIOS & Co.
 1m 930 Hongkong, 20th June, 1873.
 FOR SALE.
 ONE 12-pounder Whitworth GUN, mounted on a Carriage; 23 inch Bore, and 7 feet 3 inches extreme Length, with 20 Cases SHOT.

EXTRAS.
to

of 382, Hongkong, 20th June, 1873.

THE Undersigned cautions any person (or persons) who may hereafter sell any article to an individual name of "DRUGGEEBROX," and suppose the Undersigned to be the party, stating that he never is in the habit of making purchases from European stores, and if he do, is always careful to give his full name to avoid disputes.

DRUNJEEBOY MUNCHEEJEE
8, Graham Street
1st 385, Hongkong, 19th June 1873.

With immediate Possession

THAT Commodious Two-storied HOUSE in Castle Road, known as "WOODLAND" and lately in the occupation of G. VON OVERBECK, Esq., with Out-houses, Stabling, Cow-house, Cow-house, Garden, and also a Crag Lawn attached. Has Gas and Water throughout.

F. DOS REMEDIOS.
Mr. POLLARD's Office,
No. 1, Club Chambers
Im 983 Hongkong, 20th June, 1873.

GARRETT has r

BONNETS of the Newest Shape; STRAW
HATS, in all the Newest Shapes; FEATHER
FLOWERS, Real and Imitation LACE of
description; EMBROIDERIES, RUFFLES
&c., &c., COSTUME DRESSES, MUSLIN
POLONAISE, &c.
Cheap SILKS, for Summer Wear; BLACK
Silk and Wool GRENADINE.
HATS in all the Newest Shapes.

OMBS, in great variety
your STRAW HAT

UPON THE SCALES
 MOSQUITO NET, LACE CURTAINS, A
 PLIQUE, ANTIMACASSARS, SUMM
 QUILTS, &c., &c.
 TOYS and FANCY ARTICLES, in g
 variety.
 7d 1898 Hongkong, 20th Jan., 1878.

Notices to Consignees.
NOTICE.
 TO CONSIGNEES OF OPTIONAL CARGO
 EX O. S. S. CO.'S S. S. **CLAUQUE,**
 FROM LIVERPOOL.
SHIPPING Orders must be obtained
 the underwritten not later than the
 instant, for shipment per **SAPEHON**
BUTTERFIELD & SWIRE
 Agents.
 4d 955 Hongkong, 16th June, 1873.
S. S. SINDH.
COMPAGNIE DES MESSEAGERIES
MARITIMES.
NOTICE.
CONSIGNEES of Cargo per **S. S. Copeland**
 from London, in connection with
 above steamer, are hereby informed that the
 Goods are being landed and stored at the
 risk in the Godowns of the Hongkong Fir
 Godown Company, whence delivery may be
 obtained from WEDNESDAY, at noon.
 OPTIONAL CARGO will be forwarded to
 destination, unless intimation is received
 the Consignees before 4 P.M. THIS AFTER
 NOON, requesting it to be landed here.
 Bills of Lading will be countersigned by
 undersigned.
 Cargo remaining unclaimed after SATUR
 DAY, the 21st inst., at noon, will be subject

16th June

BRITISH SHIP NORMAN COURT, FROM
LONDON.
CONSIGNEES of Cargo by the above
Vessel are requested to take immediate
delivery of their Goods.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
TURNER & CO. Agents
at 940 Hongkong, 13th June, 1873.
BRITISH SHIP JAMES SHEPHERD,
FROM LONDON.
CONSIGNEES of Cargo by the above vessel

f their Goods from
impeding the discha

Bills of Lading will be posted to by
 Wm. PUNSTAY & C^o
 1st 554 Hongkong, 30th May, 1873.
**COMPAGNIE DES MESSAGERIES
 MARITIMES.**
NOTICE TO CONSIGNEES.
CONSIGNEES of the following cargo
 requested to send in their Bills of Lading
 to the undersigned for countersigning
 take immediate delivery; this Cargo has
 landed and stored at their risk and expense.
 No fire insurance has been effected.
 C. BELLEFLORE, Agent.
 Principal Agent.
 Es S. S. "Ara" 11th April, 1872.
 GB&O or TPF 1 and 2 cases Mercha.
 "E. "Tige," 29th March, 1873.
 No mark "Hague," 13th March, 1873.
 No mark " " " 1 basket Iron C.
 "E. "Pei-ho," 18th May, 1873.
 Nicaise " " " 1 case Cattle
 B&C&O " " " 1 case Samples
 "E. "Ara" from Shanghai.
 On diamond " " 11 bales Cotton.
 "E. "Nip," 29th May, 1873.
 AF " " " 131 bags Raisins.
 "E. "Grosvaddy," 1st May, 1873.
 PHF " " " 7 bales Verme
 Hongkong, 3rd June, 1873.

THE CHRONICLE AND DIRECTORY

Fon 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH

OF THE

FOREIGN SETTLEMENTS OF

SHANGHAI.

In addition to a Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE

AT THE PEAK,

also of

THE VARIOUS HOUSE FLAGS

(Designed expressly for this Work)

MAPS OF HONGKONG, JAPAN,

and of the

THE COAST OF CHINA.

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Parts, Complete at \$5; or with the Lists of Residents, Port Directories, Maps, &c., at \$8.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents:

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would have at once arisen as to whether in the case of *WILKINSON v. NORRIS*, the defendants could not claim that the case was within the category of those where a reduction may be asked for, consequent on the defectiveness of the thing delivered; but the exception as to freight complicated matters, so far as at first sight it makes it appear that even this could not be done.

But the real fact is that though the charter-money is loosely called freight, it is not, either as a matter of fact or law, really freight. As a matter of fact, every merchant-man knows the difference between charter-money and freight, the one being money paid for the hire or leasing of a vessel, the other money to be paid on the carriage of goods; and this obvious distinction of fact is fully recognized by the law—the distinctive characteristic of freight being that it is only earned by the completion of the carriage of the goods. By a loose use of diction, charter-money and freight are often spoken of under the general term of freight, but the difference between them is fully recognized by the law in a variety of directions. Thus, in "Amoult's Marine Insurance," we find it stated: "The word freight, in policies of insurance, means either freight properly so called, that is, the sum paid to the shipowner for the transport of goods in his ship, or the price agreed to be paid by charter-party for the hire of the ship, which, strictly speaking, rather to be called 'charter money' than 'freight.'" Upon this variety of interesting distinctions are detailed where the specialities attaching to freight properly speaking are shown not to apply to charter-money, although it is often called freight.

In the case of the *Parana*, therefore, the question clearly arose whether the charter-money claimed under the name of freight, was freight in such a sense as to bring it under the peculiar exception in regard to freight and attorneys' bills, which render it impossible to claim with regard to it a reduction in consequence of defects in the thing delivered, or failures as to warranties or conditions precedent. If for no other reason than the extremely arbitrary and unexplained nature of the technicality, it would seem there were at least very good grounds for entertaining the question, especially as it does not appear that the law recognizes any distinction between the hire (that is the money paid for hire) of a ship, and the hire of a house, and very distinctly draws a line of demarcation, between such hire and freight properly so called, as to all the specialities which attach to the latter.

Upon the grounds, however, that defendants in the *Parana* case were either desirous to claim a set-off of unliquidated damages, or reduction on account of defective performance, such as could not be claimed in the case of freight, the Judge refused, almost at the outset of the case, to admit the defendants' evidence, notwithstanding that it was pointed out by their counsel that, wherever there is reasonable doubt as to whether evidence should be admitted, it is the constant practice at home to adopt the simple plan of admitting the evidence, reserving leave to the opposing counsel to move to set aside the verdict, on the ground that the evidence was inadmissible, should such prove to be the case.

We, of course, do not venture to argue on legal matters with the Judge, but the points above suggested are simply elementary, and in fact, such as are familiar even to the majority of non-professional men. The view above stated may be right or wrong, but upon nothing there can be no question; and that is, that such points do arise in the consideration of whether the evidence would be admissible or not, and are such that it is quite inconceivable how the Judge could have concluded that there was no room whatever for doubt, but for which, he admitted he should be bound to follow the course with regard to admitting the evidence suggested by defendants' counsel. He over and over again asked Mr. DAVENPORT for authority for setting off unliquidated damages against freight, but it did not seem to occur to him that what it was desired to claim in reduction might not be unliquidated damages, but a defect in the thing, supplied itself—the use, to coin a word, of a four-or-five-knot-an-hour-going steamer, instead of a seven-knot-an-hour-going steamer; and that the amount sued for by the plaintiff was not freight at all, but charter money. There was quite sufficient in the defendants' argument to show that such was in all probability the case; and it would seem to me, judging by ordinary lights, that it would have been at least prudent to have admitted the evidence, so as to ascertain whether such was the fact or not.

There seems to be a little irregularity in respect to the action taken by the authorities in the matter of *matshels*. Our readers, no doubt, recollect the enormous fuss which was made concerning the *matshel* over the German *Clash*. It is a vessel of the German flag, and was captured by the British. It was a very dangerous character in the *Queen's Road*, and no notice whatever appears to be taken of it, although it is in close continuity to property of much value, which has to be insured at an extraordinary high rate in consequence of its character. The Inspector of Buildings should see to this.

THE "DOUGLAS"

The British steamer *Douglas*, which arrived here yesterday, the 19th instant, at 3 a.m., is owned by Mr. John S. Lupton, and has been built expressly for the firm of Messrs. Douglas Lupton & Co. She is a splendid iron built vessel, fitted up with all the new and modern appliances. Her length is 240 feet, beam 34 feet, and her registered tonnage 844 tons. The height of her between decks is 7 feet, depth in hold to main deck 14 feet 6 inches, and to upper deck 22 feet. Above the upper deck, there is a hurricane deck, extending from the wheel to the foremast. The whole of the between decks are fitted up for Chinese passengers, and she is well and handsomely furnished. She has a superb first-class cabin with accommodation for 20 passengers, a splendid saloon, fitted up with bath, closets, and every appliance for passengers, either Chinese or other. She was built at the yard of Messrs. Hall, Russell & Co., of Aberdeen, and launched on the 20th February. She is of 200 horse-power, and her engines were also made by Messrs. Hall, Russell & Co. She is a first-class vessel, and she is classed as at Lloyd's. The *Douglas* is intended for the passenger trade on the Coast of China. She sailed, after being thoroughly fitted up, on the 22nd April, from Aberdeen, commanded by Captain Samuel Ashton, a gentleman long known in the Chinese and Lupton & Co's employ, and the *Douglas* is also well known to him.

A San Francisco widow keeps the skull of her deceased husband in a glass case. She once remarked to a friend who was viewing the remains: "Alas! how often have I bemoaned this bone with a broom-stick. I am sorry for it."

SUPREME COURT NOTICE

Friday, June 20th, at 11 a.m.

Common Law—Before His Honor Judge BAILEY, William C. Norton and another—Motion for New Trial.

Barber v. Norton—Before His Lordship Chief Justice SMITH—Tung-lung, Adjourned final examination.—Wong-lung, Adjourned final examination.

MARINE MAGISTRATE'S COURT.

June 19th.

Before H. G. THORNTON, Esq., J.N.

THE "RABBIT"

R. P. Webster, officer in charge of the Government Gunpowder Depot, charged Saruman, a seaman of the *Strawberry*, with willfully remaining behind from his ship.

Defendant was sent to one month's hard labor.

POLICE INTELLIGENCE.

Before the Hon. C. MAY.

DOCKS.

A vendor in docks, named Lee-ko, residing in Wah-ty-dy, charged a Chinese man, named Lee-ko, with coming up to his door early on the morning of the 19th instant, and stealing the docks. The defendant is a Chinese.

Defendant was recognized by Mr. J. W. Watts as having been in dock on two occasions, for long terms, for larceny, and having only been discharged on the 23rd of last month.

Defendant was sent to three months' hard labor.

DEATH OUTRAGE.

Inspector W. H. King charged a woman named Mo-choan, with brutally ill-treating a child, 13 years of age, who was named Tung-lung, by burning her body with red hot irons, inflicting her in a dreadful way, on the 22nd February.

Inspector King, stated that on the 19th March, he and the complainant were brought to the Registrar-General's office by another woman, and the case came on in court. The defendant was not to be found, and he obtained a warrant for her apprehension. He had not been seen since.

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TAKE AWAY THE APPARITION."—A New Orleans man reported that a dead apparition appeared in court the other day, and said: "If your honours please, I want my effects returned to me, as you see I am not dead. Court: I know—that is, as a man—that you are alive and in court; but as a ghost, I know that you are not." The records of the court say so, and against their verity there can be no avowment—so says Lord Coke and a good many other books I have never read. But I don't mind. But I want my property, and it's no matter to me whether your records lie or not. I am alive, and have not transferred any of my property, and to deprive me of it without my consent is against the law. Court: If you will state that the records of this court say so, the court will send you to jail. Court: Mr. Sheriff, take this apparition out; and out he went with a rush.

COMMERCIAL INTELLIGENCE.

JUNE 18TH, EVENING.

New Patna, \$5761 to \$5830, cash and credit;
New Benares, \$553 to \$560, cash and credit.
No change in other kinds. New Bengal drug
in fair Chinese demand.

SHARES.

Hongkong and Shanghai Bank: Shares.—59
per cent. premium.

Union Insurance Society of Canton, new shares
—\$900 per share premium.

China Trade Insurance Company's Shares—
\$1,000 per share premium.

SALES ON JUNE 19TH, 1873.
As reported by Chinese.

Shantung Pongos, 100 pieces, at \$5.55, by Yuet-hing-choo to travelling trader.

Yermackoi, 50 bags, at \$8.55, by Yuet-hing-choo to travelling trader.

White Wax, 2 pieces, at \$67.00, by Kwong-wing-choo to travelling trader.

Pearl Barley, 40 piuls, at \$4.95, by Meo-choo to travelling trader.

Chinese Wax, 2 pieces, at \$52.40, by Meo-choo to travelling trader.

Sugar Candy, 150 bags, at \$9.15, by Meo-choo to travelling trader.

Yellow Wax, 2 pieces, at \$4.80, by Kwong-yuet-loo to travelling trader.

Potato Flour, 50 bags, at \$1.85, by Kwong-yuet-loo to travelling trader.

Green Pao, 200 piuls, at \$2.30, by Wing-choo to travelling trader.

Yermackoi, 20 bags, at \$6.20, by Wing-yeo-choo to travelling trader.

Red Pao, 100 piuls, at \$1.00, by Kwong-yuet-loo to travelling trader.

Eleochei, 20 bundles, at \$60.00, by Yee-kee to travelling trader.

White Wax, 8 pieces, at \$67.50, by Yee-kee

&c. &c. &c. &c.
 —————
 VICTORIA EXCHANGE,
 QUEEN'S ROAD & STANLEY STREET,
 HONGKONG;
 - AND AT SHANGHAI.

[illegible]

125 BOTTLES OF VERY GOOD BREAKFAST CLARET.
(Red Seal).
Selected by the undersigned, may be had for \$24.
G. DUROST & Co.
6 to 436 Hongkong, 18th March, 1873.

L E commandant informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant du Boarding Houses, et sur lesquels ont été affichés à la Gouerne-rie de ce Consulat.

— Le Gérant du Consulat de France,
OH. L. DE LA FOREST.
1888, Hongkong, 24th October, 1872.

K EATING'S COUGH LOZENGES.
THIS UNIVERSAL REMEDY now stands the first in public favor and confidence for COUGH, ASTHMA, and all affections of the Throat, they use the most reliable and efficacious remedy. They do not cure when other expectorant drugs, and may, therefore, be taken with perfect safety by the most delicate and infirm.

K EATING'S BOMB BONS OR WORM TABLETS, a Family VEGETABLE SWEETENED, both in appearance and taste, and containing most agreeable modes of administering the only cure named for COUGHS AND THREAT WORMS. This is a perfectly safe and mild preparation, and is highly adapted for children. Sold in Bottles by all Chemists.

THOMAS KEATING, London, Export Chemist and Druggist.
[Mar. 6
29 84]

隆裕永
B-HING, WAH & Co.,
SINGAPORE.

of 224 Hongkong, 11th June, 1873.

FOR SAN FRANCISCO.
THE 1 British Clipper Ship
"CAIRNSMORE."
Kewley, Master, will have early despatch a-
bove.
For Freight or Passage, apply to
RUSSELL & Co.
at 617 Hongkong, 10th June, 1873.

FOR NEW YORK.
THE 1 British Bark
"SCOTTISH BRIDE"
having the greater portion of her Cargo en-
gaged at the port of this and Whampoa as above
and will have quick despatch.
For Freight, apply to
OLIPHANT & Co.
at 586 Hongkong, 4th June, 1873.

FOR LONDON.
THE 1 British Clipper Ship
"JAMES SHEPHERD."
W. E. Madden, Master, will leave here and at
Whampoa, and will have quick despatch.

No. Freight received after 4 P.M. of the 26th instant; Parcel Packages received until 5 P.M. same day; all Packages should be marked to address in full; value of same is required.

For further information as to Passage & Freight, apply at the Agency of the Company
Praya West.

THE UNDERSIGNED begs to inform the Public of
HONGKONG, HO NAM, and CANTON
that he has shops established at those places in the
name of **YING KEE**
In **HONGKONG**, at the Central Market, No. 12, he has constantly on hand **BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OLIVIAN'S STORES, &c.** of the best quality.
In **HO NAM and CANTON SHOPS**, the foregoing articles, with the addition of **SEPIES, SODA WATER, &c., and CAME** when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be found, which he will supply at the same rate all the year round.

HING KEE.

17 745 Hongkong, 13th May, 1873.

FOOCHOW DOCK.

RIVER MIN.

The above grants floored DOCK, of the following Dimensions, viz: Length, 300

May 5, 1964

United Kingdom, when forwarded by French
Packet, will be the same as those chargeable on
Letters forwarded by British Packet via Brin-
disi.

F. W. MITCHELL
Postmaster General

General Post Office,
Hongkong, 29th April 1872

The British Packet which marked via
 Alexandria and Malacca, 13
 T. W. MITCHELL,
 Postmaster General
 General Post-Office,
 Hongkong, 22d April, 1872.

It is hereby notified that arrangements have
 been completed under which correspondence
 from Hongkong may be forwarded to Nagasaki
 via Shanghai, and to Higo via Yokohama, by
 United States Mail Packets, and that Letters
 for Hongkong and places beyond Hongkong,
 may be forwarded from Nagasaki and Higo
 by means of the United States' Packets via
 Shanghai and Yokohama respectively.

The rates of post for Mailable or such cor-
 respondence is four cents for each half-ounce
 on Letters, two cents on each Newspaper, and
 two cents on each two ounces of Books and
 other Mailables. For Messengers or such cor-
 respondence the Rates specified in the Table of Rates of
 Postage at present in force.

F. W. MITCHELL,
 Postmaster General.
 General Post Office,
 Hongkong, 16th January, 1871.

Hongkong, 12th April, 1870.

